

ARMY OFFICERS SOLVING LOST LUGGAGE PUZZLE

Three Great Piers at Hoboken Overflowing With Soldiers' Belongings That Were Dropped Somewhere in France—Staff of Nearly 500 Sorting Property and Seeking Owners

NOT on the busiest days of sailing from the former North German Lloyd and Hamburg-American steamship line piers in Hoboken has there been so much activity as is now the case on these piers every day of the week. Three of them, 1, 2 and 3, are given up to the vast accumulation of lost luggage of the members of the American Expeditionary Force. It belongs to individuals of every official degree and was dropped somewhere in France. It has been returned to this country to find owners. Unmarked in many cases, unmarked in almost all cases and unmarked in every instance, the lost luggage department of the army has a staggering problem to solve.

But it does solve a great number of these puzzles. From 1,500 to 2,000 pieces are traced to their owners every day and started homeward at Government expense. Just as many, however, are turned over, investigated in vain for clue to ownership and piled up on crates to wait for additional information.

Lieut.-Col. R. R. Pickering is in charge of this lost luggage puzzle, with Capt. E. E. Walker as his assistant. His office is on Pier 3, Hoboken, and adjoins a great room full of clerks, stenographers, typewriters and other assistants, a large assemblage of civilian workers. There are in the department 216 civilians, 53 enlisted men and 26 officers. Numerous as are the members of this unit they need reinforcement and probably will get it. The work in many of its subdivisions is slow, difficult and subject to continual interruptions. Unless a piece of luggage under discussion is put clear through a straight course of search for an owner it is apt to fall back into the unexamined lot and all the work on it has to be done over.

Three Piers Not Enough.

Like the working force, so will the space now devoted to lost luggage have to be increased. Three piers with the bulkheads between them now in use are not sufficient for space to stow away temporarily the baggage that is being increased daily by shipments from France. This lost baggage arrives at all Atlantic ports, a fact which considerably increases the difficulty of tracing owners, for all of this baggage must be brought to Hoboken and spread out on these piers. Recently a big quantity was unloaded at Newport News; it had to be re-shipped.

There lay on the Government docks at Hoboken September 15 approximately 150,000 pieces of baggage made up of 20,000 trunk lockers, 15,000 bed rolls, 5,000 suit cases and 110,000 baggage bags, which have been brought overseas and the unclaimed by owners. On many of them there is no trace of ownership, many have names without addresses and many show addresses but not names.

The lost luggage department has adopted a good system and it may succeed in finding owners for two-thirds of this lost luggage. As the bags and trunks come off a ship they are each given a number and assigned to a section on the pier. Then a description of each piece is carefully recorded, together with the name of the owner if one happens to be attached. If an address is found also, effort is made to communicate with the supposed owner. In many cases owners of baggage no longer reside at the places shown on the baggage, so a new shipping direction is required. In some instances the name will appear on a trunk or bag or suit case as "Captain John Smith, New York" or "Lieutenant John Doe, Chicago." One can easily understand that such an incomplete address is more confusing than helpful.

After this preliminary inspection and record has been made the bags and trunks are turned over to assistants to open and try to find some clue to who may own each piece. A card containing whatever information has been gleaned in any way and from whatever source is made and carefully filed. Sometimes enough information is obtained thus to enable a clerk to write to a probable owner.

Claimants Give Descriptions.

When a claim is made for lost baggage the claimant is asked for a minute description, which is in turn recorded on a card of a different color. When the two cards correspond the trunk, bag or box as the case may be is quickly found and shipped by the Government by express to its owner's address. The greatest desire is to get the recovered baggage to its proper destination as soon as possible. He needs the room, and the purpose of the new army branch is to bring owner and lost goods together with as little delay as may be. He asks that all persons who have lost baggage and who live in the neighborhood of Hoboken should inquire in person. The persons who live too far away to be able to visit the pier in person are requested to write direct to the Lost Luggage Branch, Pier 2, Hoboken, N. J., and give a complete and accurate description of the baggage they are seeking to recover. Upon receipt of letters of this description a search is made of the filed cards for one which will tally and when lost is found it is sent forward at Government expense.

A trip around the three piers now being devoted to this service of an auto truck occupies considerable time and proves to be the best way of learning what detail is involved in this task. The ride itself covers several miles and in each division of a pier something new is to be seen. Down the long pier (1) where the great liners used to take on board passengers and where all sorts of "articles d'voyage" were sold on sailing days, where also mountains of baggage destined for steamship use were piled up, now are to be seen mountains of overalls and haversacks. The former were discarded after being worn on the voyage home by soldiers to keep their uniforms

clean and are not to be considered as part of the lost luggage, but the rolls and haversacks fall within this definition. They belonged to the first soldiers sent over and were taken from the men on their arrival in France as being superfluous baggage.

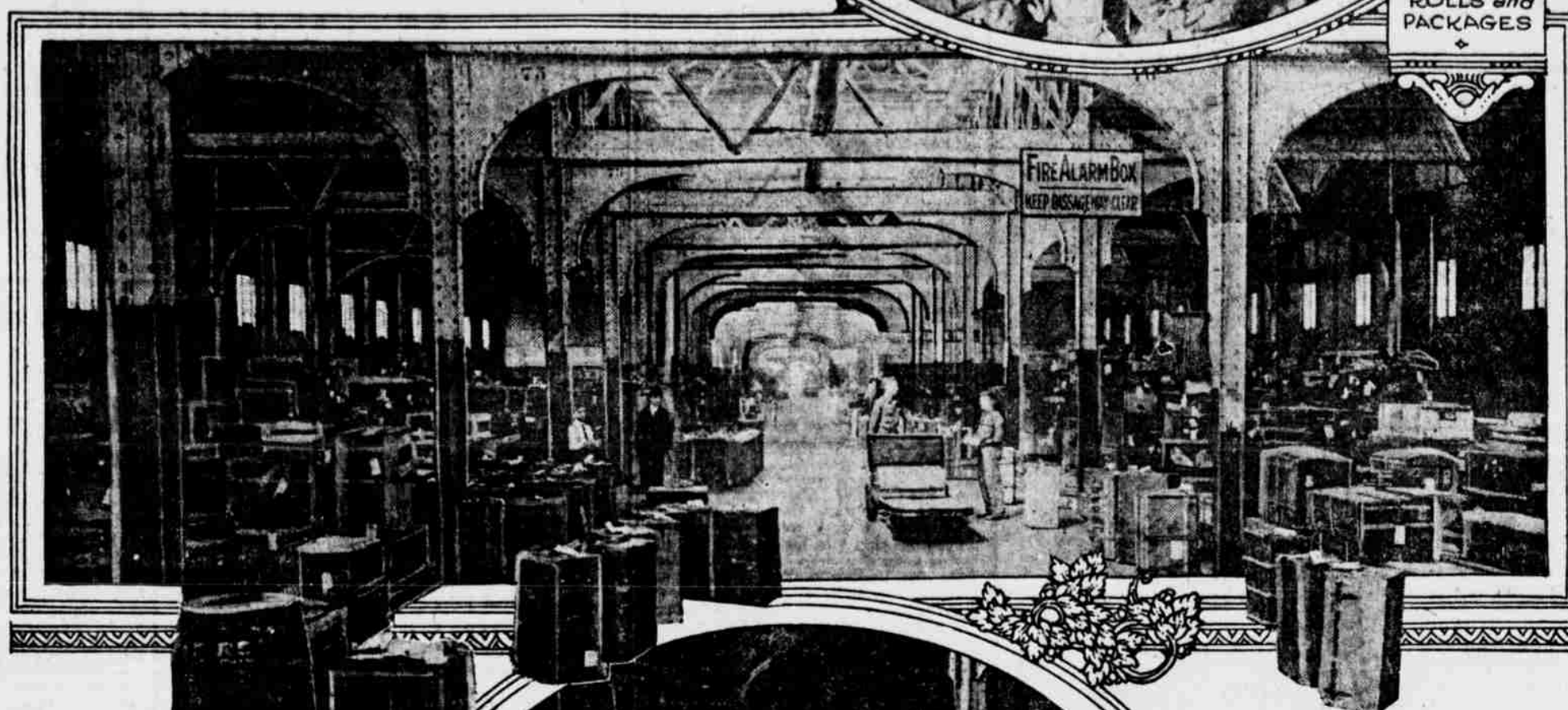
Pathetic Trinkets in the Bags.

In these rolls were many things that the young soldiers judged to be necessary for their comfort but which their superior officers marked at once "overweight." Rather pathetic are some of the things that still remain in these bags, souvenirs of home, pictures and little articles that wife and mother packed in them so that their boys could call back home scenes. A coffee making outfit, a rubber bathtub,

baggage. A complete machine gun of German origin is its companion piece. As was expected, a great deal of this baggage is utterly worthless, but much of it also has real value and this part existing in small compass ought not to have been abandoned. Silk undergarments, suit after suit of them, are in the latter list, also watches, among which is a valuable woman's watch in platinum, and jewelry of all kinds.

The Baggage Smashers' Work.

Baggage smashing that used to be a perennial subject for the comic papers before the days of the indestructible trunk would seem to have come back to its own again in Europe during the war, for surely never in the history of travel did baggage suf-



OFFICERS' TRUNKS by the HUNDREDS

a sword (the family sword descended from some military ancestor) are a few of the articles that figured among the rejected impedimenta and which were left in some French storehouse to be called for.

All unmarked baggage is picked over carefully to find Government property, which is sent at once to another pier, and the remainder put back in bag or trunk as carefully as possible under circumstances which do not lend to care. Gangs of "pickers" are at work on this process of selection under the eye of an officer, and these men resemble in the dust and dirt that have naturally accumulated the famous chiffonniers of Paris.

There's Lingerie, Too.

The strangest things are found in this search, things that nobody would imagine a soldier would burden himself with. Ostrich feathers, women's hats, boxes of hairpins, powder, rouge and many things unmentionable. It is not possible to be sure that these singular articles to be found in a soldier's baggage started with him from this side, and it is very likely that many of them were picked up in France with the idea that the wife or the sweetheart would find them useful when their soldiers brought them back to America.

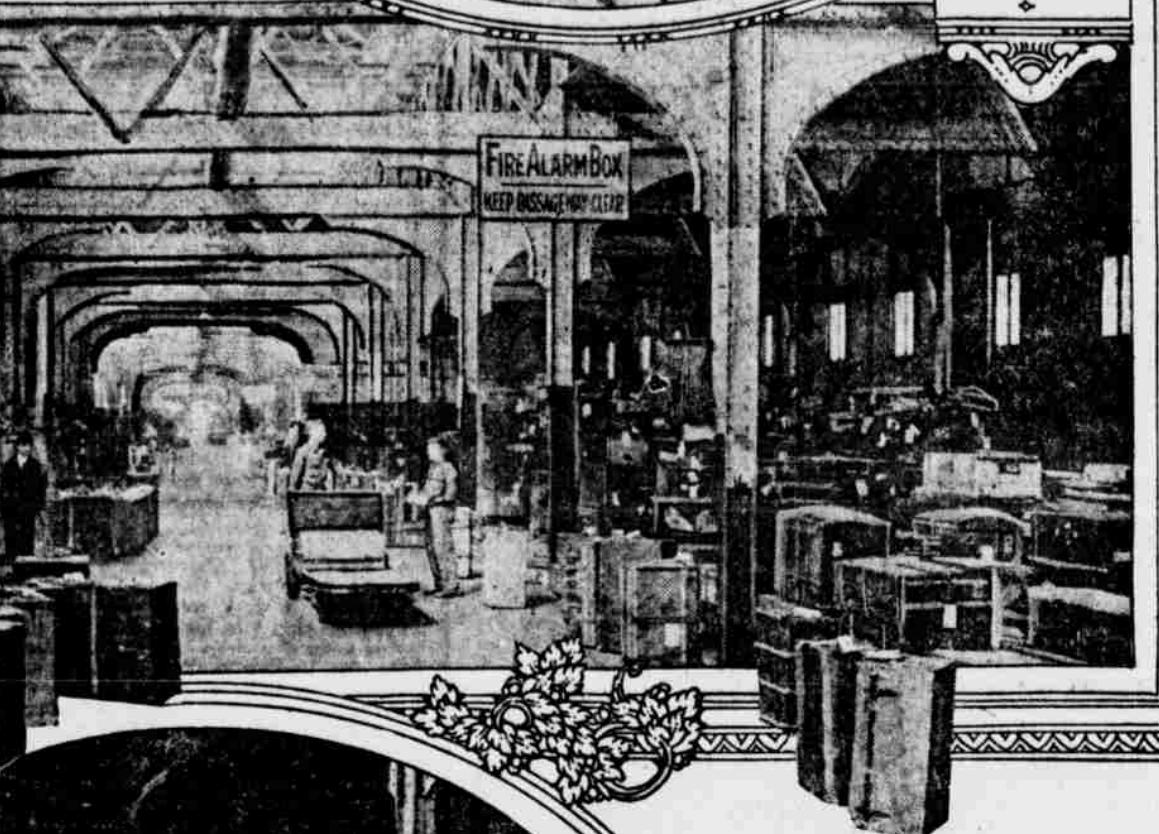
Every musical instrument except a piano has been found and always without a mark of identification. Dozens of drums of all kinds and sizes, violins, flutes, cornets are piled up in the sections of the piers that can be locked away from the light fingered gentry who somehow get in here to lift a rifle now and then. Then the sword-sticks, golf bags fully equipped for a game on the links of Europe, collapsible bathtubs, blankets and comforters are here almost without number. In fact, there is no article farthest removed from a necessity of war that has not turned up to await its owner. A gun carriage weighing several tons figures among the strange things that have been returned as lost

fer as this soldier stuff has. Suit cases crushed out of all semblance to themselves or their kind, lockers of metal squeezed practically flat are seen in the piles by thousands. So great is the damage to these boxes and bags that a force of coopers has been employed to try to restore them to a degree of usefulness. They do what they can to make a locked trunk resemble itself before it withstood the clash of war, but in most cases they are obliged to crate them before it would be possible to ship. As soon as the mended boxes and the crated trunks are ready they are removed from the bulkheads where

SOME OF THE THOUSANDS OF BUNDLES



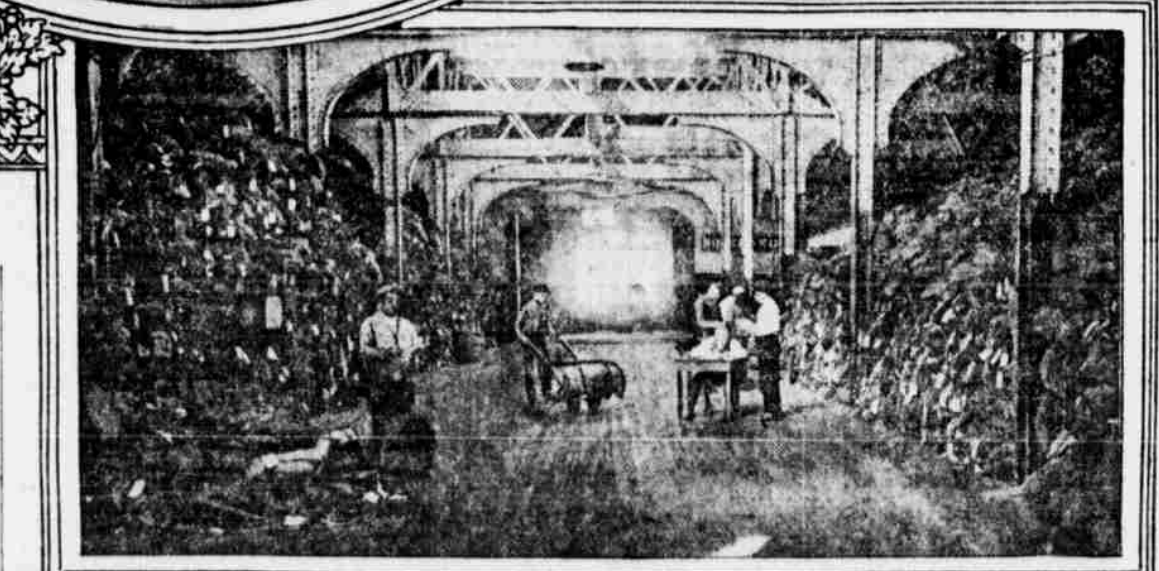
CHECKING RECENTLY LANDED ROLLS AND PACKAGES



these laborers work over them and looked up in a separate part of one of the piers, each article of course having its storage place recorded.

After all is done to get these damaged things back to their rightful owners there will remain a vast amount of baggage that nobody claims. What is to become of it? Capt. Walker was asked if the Government would sell the leftovers at auction, all efforts to trace owners having failed, but he preferred not to commit himself to an opinion on this subject.

"There will be time enough for some scheme to develop," said he, "when we have tried every means to get the stuff out. Our success has been remarkable so far when you consider what we have to overcome, and often owners turn up unexpectedly, able to prove their claims after we have sent baggage to what we call the 'last dump.' Therefore the Government will not be in a hurry to announce an auction of lost baggage."



SORTING ARMY BAGGAGE

GIRL SCOUTS SEEK RECRUITS

National Campaign for Members and Funds Starts October 25—Troop in Every City Block Aim of Leaders

THE way to do it, girls, is to start in your own block. Nobody will object. Not even mother, who may want you to help amuse the baby or give her a hand at the dishes or go to the grocery after something she has forgot to lay in for the dinner menu; or she may want you to practice half an hour on the piano or to do your lessons before dark, because you annoy father and interrupt his train of thought after dinner, when you will persist in sitting around with your books, asking questions and sharpening your pencil on the edge of any table and turning up the rug with your toes, nagging to go to the movies and dragging your chair instead of lifting it and—well, lots of little things like that.

Count the girls in your block of about your own age. It makes no difference if these girls are a social strata above or below you, if they are your playmates or your school mates or go to the same church. It makes no difference if the father of one of them mends all the shoes in the block or another father sells your mother cold storage eggs at fresh egg prices, or her mother has to pinch dreadfully to eke out three meals a day or makes her daughter's dresses out of discarded shirt tails.

The Thing to Do Is to Start.

The thing is to get together. Get together and form a Girl Scout patrol. You don't need anything but the urge to start with. Then write to headquarters, 189 Lexington avenue, Manhattan, and get a handbook. Eight girls make a patrol; sixteen girls make a troop, though if there should be thirty-two girls near an age in a block who want to belong to a troop they may be included and will make a brave showing. A little study of the handbook will tell you what to do first. But before this meet and talk it over and decide which girl in the block over 21 years of age of good character and cheerful personality, and inclined to out of doors, and the one you are all agreed that you like the best of all the group; then call upon her in a body and ask her to be your captain. Give her the handbook to read, so she may find out the first things you must do to qualify as a tenderfoot. If she comes a cropper—that is, if she doesn't get it quite straight in her mind, as, for instance, how to tie four of the following knots: reef, sheet bend, clove hitch, bowline fisherman's and sheep shank, she may go down to headquarters herself and learn.

There are quite a few classes for training captains in operation now, and certainly if you choose a girl to be your captain she will appreciate the honor enough to try to find out to be a good captain. To be a tenderfoot you must know how to do the aforementioned knots, to be able to tell the name of the Governor of the State and the Mayor of your city, to know the history of the flag and how to fly it. Then you are ready to make the Scout promise:

To do my duty to God and to my country.

To help other people at all times. To obey the laws of the Scouts. Then you learn the salute and the secret sign of the Scouts and Scout motto, which is "Be Prepared."

The Captain's Authority.

The captain has the power to enroll Scouts and to recommend them to the local committee for badges and medals. She also has the power to release a Scout from her promise and to withdraw her badges and discharge her, though a Scout who considers herself unjustly treated may appeal to the local council. The captain chooses her lieutenant to work with her; the lieutenant must be over 18 years, but the patrol leader, girls, is your own choice. She holds her office for six months or a year; she stands next to the captain and lieutenant, and takes other place in their absence. The patrol leader calls the roll, keeps a record of attendance and a record of dues; she is responsible for leaving the club room in perfect order. It is the patrol leader who is the real confidante of

All About Asbestos

ALTHOUGH Canada is the great producer and exporter of asbestos, that article, which is yearly coming into wider use, is found in many parts of the United States. There are deposits in Maryland and Virginia within a few miles of Washington, and many of the deposits of this country are worked on a commercial scale. Despite this, however, the American industries dependent on asbestos rely on the Canadian mines or the Canadian quarries for their supply.

Asbestos is a curious substance that has been known for many centuries. Many of the peoples of ancient times used it, and it was sometimes wrought into soft and flexible cloth, which was used as a shroud for the dead. There are many varieties, and a large number of common and descriptive names have been applied to these varieties. Equisetum asbestos, popularly called "mountain wood," is a variety pre-

senting an irregular fibrous structure like wool. Other varieties are popularly called rock cork, mountain leather, fossil paper and fossil flax.

Asbestos in modern times has come to be very extensively manufactured into incombustible cloth, gloves, felt, paper and other articles of common use, and is much used as a covering to steam boilers and pipes, in the manufacture of gas stoves, and mixed with metallic pigments, it is employed as a paint for woodwork and ironwork, partitions and the like to render them fireproof or fire-resistant.

It is found in most parts of the world, chiefly in connection with serpentine. Scientifically it is described as a highly useful mineral, a fibrous variety of several members of the hornblende family, composed of separable filaments. With a silky lustre, the fibers sometimes being delicate, flexible and elastic and at other times stiff and brittle.

Poland, where he came upon a hundred Jewish refugees, all sick with typhus, living without any care whatever, with a soup made of grass and water as their only food.

There is no corner of Poland, Lithuania, Rumania, Czechoslovakia or Palestine so remote that the joint distribution committee of American Funds for Jewish War Sufferers has not penetrated to it with some supplies for the unfortunate populace, either Jews or Gentiles or both. A relief train of forty-four cars recently carried food and old clothing and bedding to a number of towns in Siberia. Eight motor trucks laden with crackers and condensed milk even now are following upon the trail of the humanitarian in Poland as they retreat in order to save the people still left alive from death by starvation. All this work must be continued.

Almost every one in the United States has heard of the Westward Ho

WINTER INCREASES WOE OF 6,000,000 STARVING JEWS

TERRIBLE as conditions have been for the past five years among the destitute Jews of eastern Europe, they have never before been so appalling as they are at the present moment. With the coming of the winter, the climax of tragedy has been reached, according to the latest reports from American Jewish relief workers in every part of these stricken countries.

To sum up the situation of these starving Jews sounds like a summary of all human woe. Six million Jews out of the 16,000,000 in the world, or considerably more than a third of the entire Jewish race, are to-day standing in bread lines or getting the soup on which they live from the soup kitchens of the Joint Distribution Committee of American Funds for Jewish War Sufferers.

Thousands of them are sick, hundreds of thousands are without homes, all are destitute. A hundred thousand Jewish orphans, many of whom are sleeping and living on the streets, look forward with terror to the coming of the winter. It is impossible

Weakened by Malnutrition.

One year more of malnutrition has so weakened these poverty-stricken Jews that they will not be able to endure the rigors of the winter even as well as they did last year, when thousands of them died from cold and hunger. The number of refugees has been greatly increased also by the Bolshevik fighting and innumerable homes have been destroyed within the last 12 months.

Hundreds of thousands of Jews are living to-day in open fields or on unroofed platforms, 15 families to a platform, in broken houses, in stalls of old stables or in holes in the ground. They are clad, for the most part, in the rags they have worn for the past five years, with strips of cloth bound to their feet, or bits of bark tied to their soles to serve as shoes.

There are thousands of children in the number who at 8 or 10 years of

age are not larger than babies of a few months. They cannot walk or even stand because of weakness induced by starvation.

Dr. Nathan Krass, rabbi of the Central Synagogue, Lexington avenue and Fifty-fifth street, New York, who has just returned from several months of relief work in eastern Europe, confirmed the report that starvation through the winter was impossible for hundreds of thousands of Jews, men, women and children, without immediate aid.

"Only the promptest action on the part of the people of the United States can save them from freezing to death and from starvation during the coming winter," he said. "If these unfortunate men, women and children are to be kept alive scores of additional soup kitchens must be opened, and large shipments of shoes and clothing and bedding must be sent to Europe immediately."

Although more than \$2,000,000 is now being spent every month in eastern Europe by the Joint Distribution Committee from sums donated in the United States to the American Jewish Relief Committee and other Amer-

ican Jewish relief agencies, this sum is not nearly sufficient for the needs of 6,000,000 destitute persons, thousands of them sick. This sum makes possible the expenditure of a dollar a month for the entire outfit for every three penniless persons. Obviously this is not enough to support life in them.

The chief thing that the relief workers have been able to do thus far has been to concern themselves with the immediate need for food of these starving people, the daily cup of soup for the elders, the mug of milk for the hungry children. Even then they have been compelled by lack of funds to see thousands turned away unaided. The coming of winter will compel them to go into the problem more deeply. Scores of orphanages must be opened and hundreds of private homes to take in the little Jewish orphans who will otherwise be left on the street all winter.

"It was no uncommon thing for a child to be found dead on the streets," Miss Rose Klombers, a relief worker recently back from Palestine, reported upon her return.

"In Constantinople you could not step outside the doors of even the best theatres and hotels without almost

Typhus Epidemic Is Raging.

Hospitals must be opened in large numbers. An epidemic of typhus, a disease which is caused by filth and which is inevitable among a people who have had to wear the same clothing for years, is raging in eastern Europe and further East. By the Red Cross computation there are 100,000 cases of this dread malady in Siberia alone. There is a great lack of all sorts of medical supplies in the hospitals, as well as of linen and of bedding. Even in the operating rooms bandages made by piecing together hundreds of scraps of cloth are used. The linen in eastern Europe has all been used up.

Shelter for the winter must be found for such Jews as are now living in houses entirely open to the elements, or in fields, or in holes dug in the ground. This includes the greater part of the population in hundreds of towns in Poland and Lithuania. Jacob Billikopf, one of the best known Jewish relief workers of the United States, tells of a field just outside of Wilna, in